

CLASSIFICATION SECRETCOUNTRY East Germany

REPORT

TOPIC Briesen Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED

DATE PREPARED 17 September 1954

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REFERENCES

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PAGES 2 ENCLOSURES (NO. & TYPE)

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REMARKS This is UNEVALUATED

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1. The following air activity and aircraft were observed at Briesen airfield between 26 August and 2 September 1954:  
26 August. Between 0700 and 1800, Il-28s or U-Il-28s were continuously observed taking off and landing individually. About six aircraft flying in elements of two were always seen aloft. Repeatedly Il-28s towing air sleeves were seen. The weather was 4/10 overcast.  
27 August. Between 1200 and 1700, several Il-28s or U-Il-28s, including some towing air sleeves, took off. No air-to-air firing was observed. There was a 3/10 overcast. Night flying was practiced after 2000. Aircraft towing air sleeves which emitted a yellowish light were seen. Continuously, about six aircraft were aloft. Shortly before landing, the aircraft gave a signal with a red searchlight. Runway and taxiway lights were in operation.  
31 August. At 0905, 2 Il-28s or U-Il-28s took off at short interval and headed toward the west. They returned about 2000. There was a 4/10 overcast. No more air activity was observed.  
1 September. Throughout the day no flying was practiced. There was a 4/10 overcast and good visibility. Between 2000 and about midnight, Il-28s or U-Il-28s made individual flights of 40 minutes duration. It was again observed that the aircraft gave a red signal shortly before landing. Twenty-nine Il-28s or U-Il-28s were parked at the dispersal areas at the southern taxiway that day.  
2 September. At 1000, 2 Il-28s or U-Il-28s took off individually. At an altitude of about 2,000 meters they released a device looking like a ball which unfolded to an air sleeve after a few seconds. It was not determined from which opening of the aircraft the air sleeve was released. The target-towing aircraft flew at altitudes where only vapor trails were being visible. They were continuously attacked by apparently three single jet aircraft which were faster. Practices as far as Berlin to the north and in the direction of Justorhog were held. The target-towing Il-28s which were fitted with auxiliary fuel tanks remained aloft for about two hours.
2. The following additional information is furnished on air-to-air firing practices observed at the field on 6 August: Il-28s or U-Il-28s practiced firing at the air sleeves which they towed on unusually long ropes. When the aircraft changed its direction, the air sleeve for a while proceeded in the former direction. At that moment, the aircraft fired from its tail guns. At the time of observation, only one aircraft was aloft.

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3. Since late May 1954, no bombs or other devices suspended on the outside of the aircraft had ever been observed. But on 2 September 1954, for the first time, IL-28s or U-IL-28s were observed which were fitted with auxiliary fuel tanks.

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Comment. Briesen airfield is probably still occupied by a bomber regiment. The cooperation of this regiment with MiG-15s appears credible, however, it was not determined to which fighter regiment these MiG-15s belonged. The firing with the tail guns of the target-towing aircraft at its own air sleeve is believed possible, although such observations are reported for the first time. The two IL-28s which were absent from the field throughout the day of 31 August, were probably employed for target-towing purposes at the AAA firing range at Justorbog

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